

**AMENDMENTS TO THE CLAIMS:**

1. (Previously presented) A vehicle having at least two pairs of driving wheels of which one pair is steerable in relation to the longitudinal axis of the vehicle, said vehicle comprising:

a first transmission branch operatively connected to a first pair of driving wheels; and

a second transmission branch operatively connected to a second pair of driving wheels, said first and second transmission branches rotatively connected to one another and at least one of said first and second transmission branches comprising at least two control units, one for each driving wheel thereof, each of said at least two control units comprising control means for varying a transmission ratio of a respective driving wheel.

2. (Previously presented) The vehicle as recited in claim 1, wherein each said control unit utilizes a steering lock angle of the vehicle as a control parameter.

3. (Withdrawn) The vehicle as recited in claim 1, wherein the control unit comprises a continuously variable gear.

4. (Previously presented) The vehicle as recited in claim 1, wherein each said control unit comprises a planetary gear-set and a control motor configured to influence the transmission ratio of the planetary gear-set.

5. (Previously presented) The vehicle as recited in claim 4, wherein the planetary gear-set comprises a sun gear, a planet carrier with planet wheels and an internal gear.

6. (Withdrawn) The vehicle as recited in claim 5, wherein the element comprises a worm gear.

7. (Previously presented) The vehicle as recited in claim 5, wherein said planetary gear-set and said control motor are connected by a hypoid gear.

8. (Previously presented) The vehicle as recited in claim 4, wherein the control motor is connected to a sun gear of said planetary gear-set.

9. (Previously presented) The vehicle as recited in claim 8, wherein a connection between an internal gear and an axle differential extends coaxially through the sun gear and the control motor is configured to interact with the sun gear by way of a gear.

10. (Previously presented) The vehicle as recited in claim 8, wherein the control unit is disposed between a drive shaft and a driving wheel so that the drive shaft interacts with an internal gear of said planetary gear-set and the driving wheel interacts with the planet wheels of said planetary gear-set.

11. (Original) The vehicle as recited in claim 10, wherein a hub reduction gear is arranged between the planet wheels and the driving wheel.

12. (Previously presented) The vehicle as recited in claim 11, wherein the connection between the internal gear and the drive shaft extends coaxially through the sun gear, and the control motor interacts with the sun gear by way of a gear.

13. (Previously presented) The vehicle as recited in claim 8, wherein the control unit is disposed between a drive shaft and a hub reduction gear so that the drive shaft interacts with an internal gear of the control unit and planet wheels of the control unit interact with the sun gear of the hub reduction gear.

14. (Withdrawn) The vehicle as recited in claim 13, wherein the control unit and the hub reduction gear are jointly fitted in a suspension arm pivoted coaxially with the drive shaft.

15. (Previously presented) The vehicle as recited in claim 1, wherein the vehicle is articulated.

16. (Previously presented) The vehicle as recited in claim 1, wherein during cornering of said vehicle a speed of one of said driving wheels of at least one of said pair of driving wheels is varied relative to a speed of the other of said driving wheels.

17. (Previously presented) The vehicle as recited in claim 1, wherein said control units comprise a planetary gear-set and a control motor for influencing the transmission ratio of said planetary gear set.

18. (Currently amended) A vehicle having at least two pairs of driving wheels wherein at least one of said pairs is steerable in relation to the longitudinal axis of said vehicle, said vehicle comprising:

a first transmission branch;

a second transmission branch,

at least two control units, each comprising a planetary gear set and a control motor, said planetary gear set comprising a sun gear, an internal gear, and planet wheels; and,

a hub reduction gear,

wherein said transmission branches are connected to one another by way of a fork and one of said transmission branches comprises a drive shaft, said control units disposed between said drive shaft and a driving wheel, said control motor interacting with said sun gear by way of a gear, said drive shaft interacting with said internal gear by way of a coaxial connection through said sun gear, said driving wheel interacting with said planet wheels, said control motor influencing the planetary gear-set to vary the transmission ratio of said second branch, said hub reduction gear disposed between said planet wheels and said driving wheel, and wherein each of a plurality of steerable wheels is connected to said drive shaft by way of one of said control units.

19. (New) A vehicle having at least two pairs of driving wheels of which at least one pair is steerable relative to a longitudinal axis of the vehicle, said vehicle comprising:

a steering system for steering said vehicle steerable wheels; and

a transmission arrangement for distributing tractive force from an engine to the driving wheels, said transmission arrangement comprising:

a first transmission branch operatively connected to a first pair of driving wheels, and

a second transmission branch operatively connected to a second pair of driving wheels, said first and second transmission branches rotatably connected to one another, one of said first and second transmission branches comprising at least two control units, one for each drive wheel, wherein each of said control unit comprises a control assembly for independently adjusting a rotational speed of a respectively driven wheel.

20. (New) A vehicle having at least two pairs of driving wheels of which one pair is steerable in relation to a longitudinal axis of the vehicle, said vehicle comprising:

a steering system for steering the vehicle steerable wheels;

a transmission arrangement for distributing tractive force from an engine to the driving wheels, the transmission arrangement comprising:

a first transmission branch operatively connected to a first pair of driving wheels, and

a second transmission branch operatively connected to a second pair of driving wheels, the transmission branches rotatively connected to one another, and one of said transmission branches comprising at least two control units, one for each drive wheel, wherein each of said control units comprises a control assembly for independently adjusting the rotational speed of a respectively driven wheel, each said control unit comprising a planetary gear set and a control motor configured to influence a transmission ratio of the planetary gear set.

21. (New) An articulated vehicle having at least two pairs of driving wheels, at least one pair of which is steerable relative to a longitudinal axis of the vehicle, said vehicle comprising:

a front vehicle portion carrying a first pair of driving wheels and a rear vehicle portion carrying a second pair of driving wheels, said front and rear vehicle portions connected by way of a vertical articulated shaft;

a steering system for pivoting the front vehicle portion relative to the rear vehicle portion via said vertical articulated shaft;

a transmission arrangement for distributing tractive force from an engine to the wheels, the transmission arrangement comprising:

a first transmission branch operatively connected to said first pair of driving wheels, and  
a second transmission branch operatively connected to said second pair of driving wheels,  
the transmission branches rotatively connected to one another, and

one of said transmission branches comprising at least two control units, one for each drive wheel, wherein each said control unit is provided with a control assembly for independently adjusting the rotational speed of a respectively driven wheel, and each control unit comprises a planetary gear set and a control motor configured to influence a transmission ratio of the planetary gear set.